

For EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OFFICES
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1906.
Complete Edition .. \$10.00
Small 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

No. 15,205, 號五零百二千五萬一第 日三十二月一十年二十三緒光 HONGKONG, MONDAY, JANUARY 7th, 1907. 一拜禮 號七月正年七零百九千一英港香 PRICE, \$3 PER MONTH.

WE HAVE JUST RECEIVED A FRESH SHIPMENT
OF
JOHN COTTON'S
FINEST SMOKING
MIXTURE
Nos. 1 & 2,
(Medium).

A. S. WATSON & CO.,
LIMITED,
CIGAR DEALERS & TOBACCONISTS,
ESTABLISHED A.D. 1841. a1180

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 87 lbs. net \$4.50 per cask ex Factory.
In Bags 250 lbs. net \$2.70 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 3rd October, 1906. a2244

KWONG TAI LOY.
BATTAN FURNITURE, BAMBOO BLINDS,
JAPANESE AND SHANGHAI STICK BLINDS,
MATCHING OF all Colours and
JAPANESE GOODS of all Descriptions.
No. 16, QUEEN'S ROAD CENTRAL,
HONGKONG. 2188

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.
I have now 40,000 Cubic Feet of Cold
Storage available at East Point. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. 47

WANTED.
A STENOGRAPHER and TYPIST.
Apply to—
THE INTERNATIONAL BANKING
CORPORATION.
Hongkong, 4th January, 1907. [147]

SITUATION WANTED.
BY A YOUNG PORTUGUESE Book-
keeper with thorough knowledge of
General Office Routines and able to Conduct
English Correspondence. Y. Z.
Care of "Daily Press" Office.
Hongkong, 3rd January, 1907. [141]

APARTMENTS WANTED.
BOARD and LODGING with private
English family, or married couple, or
Furnished Flat, near town.
Apply by letter to— Box 311.
"Care of Daily Press" Office.
Hongkong, 31st December, 1906. [2368]

PURE FRESH WATER.
THE HONGKONG STEAM WATER
BOAT CO., LTD. is prepared to supply
any quantity of PURE FRESH WATER
to the Shipping, both for Deck and
Boilers.
Call Flag—W.
J. W. KEW,
Manager.
Hotel Mansions, 3rd Floor.
Hongkong, 8th August, 1905. 2264

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED.
IN LIQUIDATION.

TIME-TABLE.
WEEK DAYS.
7.00 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 10 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. ... Every 15 minutes.
every 4 hours.
Extra cars at 11.00 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. ... Every 15 minutes.
every 4 hours.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906. 1624

DENTAL SURGEON,
G. DE PERINDORGE.
DIPLOMA: PARIS.
LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILLINGS.
3RD FLOOR, HOTEL MANSIONS,
PEDDER STREET
a22181

JAPAN COALS.
MITSUI BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LINE STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 110, HONG STREET.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Ku-
chinotsu, Sasebo, Maidzuru, Miike, Hakodate, Taipei, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State
Railways, Principal Railway Companies and Industrial Works, Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamato and Ida Coal Mines and
SOLE AGENTS for Hokoku, Honda, Kanada, Fujinotsu, Mameda, Matsubara, Onoura
Otsuji, Sasehara Tsubokuro, Yoshinotsu, Yoshio, Yunkibara, and other Coals.
S. TANAKA, Manager, Hongkong.
113

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1816.

BRANDY	****	Per Case.	\$21.50
"	***		19.00
"	**		16.00
WHISKY, PALL MALL			19.00
"	JOHN WALKER & SONS'		
"	OLD HIGHLAND-		12.00
"	C. P. & CO.'S SPECIAL		
"	BLEND		10.00
PORT WINE, INVALIDS			19.00
"	DOURO		13.00
SHERRY, AMOROSO			19.00
"	LA TORRE		15.25
BENEDICTINE, D.O.M.			40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS. 51a

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LTD. KOBE.

AGENTS: F. BLACKHEAD & CO. 1888

LANE, CRAWFORD & CO.

USEFUL PRESENTS.

FOR LADIES:
FITTED DRESSING BAGS, FEATHER BOAS,
SILK BLOUSES, LACE COLLARS, UMBRELLAS, &c.
FOR GENTLEMEN:
DRESSING GOWNS, SMOKING JACKETS, SILK
MUFFLERS, WALKING STICKS, FITTED SUIT
CASES, FITTED DRESSING BAGS, PIPES, CIGAR
AND CIGARETTE TUBES, &c.

LANE, CRAWFORD & CO.

Hongkong, 17th December, 1906. a33



CHAMPAGNES.
SHERRIES.
PORTS.
MARSALAS and MADEIRAS.
CLARETS.
BUCKINGHAMS.
HOOKS and MOSELLES.
BRANDIES.
WHISKIES.
GINS.
LIQUEURS.
BITTERS.
ALES, BEERS and STOUTS.

CALDBROCK, MACGREGOR & CO.,

WINE and SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

Hongkong, 19th December, 1906. a34

KELLY & WALSH, LD.

"WAYS THAT ARE DARK" SOME CHAPTERS ON CHINESE ETIQUETTE AND PROCEEDINGS, by W. Gilbert Walsh	\$3.00
SIR NIGEL, by A. CONAN DOYLE	\$1.75
SOPHY OF KRAVONIA, by Anthony Hope	1.75
THE SINEVA OF WAR, by Eden Philpotts and A. Bennett	1.75
NANCY NICHOLSON, by Annie S. Swan	1.75
THE MAN WHO ROSE AGAIN, by J. Hocking	1.75
WHITE FANG, by Jack London	1.75
THE WOMAN OF BARTLOLO, by J. Hocking	1.75
THE CAR OF DESTINY, by C. N. & A. M. Williamson	1.75
THE SOUL STEALER, by C. Ranger Gull	1.75
GROWTH, by Graham Travers	1.75
ROSEMARY IN SEARCH OF A FATHER, by C. N. & A. M. Williamson	1.75
THE BRITISH JOURNAL OF PHOTOGRAPHY ALMANACK, 1907	0.70
THE NAUTICAL ALMANACK, 1907	0.70 & 1.75
LLOYD'S CALENDAR, 1907	0.80
THE IMPERIAL ANGLO-CHINESE DIARY \$1.50	
THE IMPERIAL ANGLO-CHINESE DATE BLOCK 75 cents.	
NEW GAMES AND AMUSEMENTS, by M. Nugent	\$4.50
THE OXFORD TREASURY OF ENGLISH LITERATURE, VOL. I. OLD ENGLISH TO JACOBIN	2.50
STUDIES AND EXERCISES IN FORMAL LOGIC, by J. N. Keynes	7.00
ANNALS OF THE CORINTHIAN FOOTBALL CLUB, by E. O. Corbett, Illustrated	3.75
RECOLLECTIONS OF A LUCKY VETERAN 1845-76, by Maj. Gen. J. Ruggles	3.75
THE LIFE OF MAMMALS, by E. Ingersoll	6.00
TURBINES, by W. H. Stuart Garnett	6.00
THE FINE ART OF JUDICIOUS, by Watts	4.50
HOW TO REMEMBER WITHOUT SYSTEMS OR WITH THEM, by E. H. Miles	1.75
THE ARTIST IN ART (COMPANION VOL. TO THE GOSPELS IN ART)	5.50
JOSHUA TO JOB (COMPANION VOL. TO THE ABOVE)	5.50
GREAT MORAL TEACHERS, by E. R. Bernard	2.75
THE COMPANIES ORDINANCE OF HONGKONG WITH IN- TRODUCTION NOTES AND AN INDEX, Arranged by J. W. LEE- JONES	10.00



MADE

a107

MACKIE'S
WHITE HORSE CELLAR
THE UNRIVALLED SCOTCH WHISKY
\$13.00 PER DOZEN.
LANE, CRAWFORD & CO.
SOLE AGENTS.

"HONGKONG DAILY PRESS"
PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00
Do. Do. Small Edition	6.00
DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND CORREA	0.60
CHILDREN OF FAR CATHAY: A Social and Political Novel, by C. J. Halcombe	3.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebra- tions in 1891	1.00
THE HONGKONG TYPHOON, Sept. 18th, Illustrated Account	0.50
TEMPORARY MINING REGULA- TIONS IN CHINA	0.50
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50
HONGKONG HANDBOOK REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Pub- lished Annually	4.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA	0.25
TRADE MARK REGULATIONS IN CHINA	0.25
FROM HONGKONG TO CANTON, BY THE PEARL RIVER, "A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illus.	1.90
HONGKONG WEEKLY PRESS, half yearly vol. bound	7.50
FIFTY YEARS ANGO-CHINESE CALENDAR, 1854 to 1913	\$2.00
RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1904	2.00
BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1883 to 1905	1.00
CALLED OUT: or the Cheng Wang's Daughter, an Anglo-Chinese Pic- ture, by Chas. J. H. Halcombe	2.00
FROM PORTSMOUTH TO PEKING VIA LADYSMITH, WITH A NAVAL BRIGADE (Crane of H.M.S. Terrible)	1.00
SKETCH OF THE WEST RIVER	0.25
PLAN OF VICTORIA	1.00
" " KOWLOON	0.75
" " NEW TERRITORY	0.75
" " CANTON	0.50
POWER OF ATTORNEY FORM	0.25

EDUCATIONAL.

A FEW CHILDREN, between the Ages
of 7 & 14, can be received in a Morning
School at the Peak.
Address— Box 108,
Care of "Daily Press" Office.
Hongkong, 31st December, 1906. [2366]

S. IEN TING.
SURGEON DENTIST.
No. 10, D'AGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905 1759

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, DES VOEUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September 1905 1674

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.
By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
Flower Land" etc.)

THE VOLUME which consists of 461
Pages, and includes a Sketch Plan of
historical interest showing the disposition of
the Forces at the battle of Kweilin, is dedicated
to Sir ROBERT HART, G.C.M.G., and Dr. A.
RENNIS.
Its description of Chinese Social Customs and
Superstitions, combined with the insight it
gives into political conditions in China makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at Home.
Well bound in Yellow Cloth with Chinese
Emblem in Gold.
PRICE \$3.50.
To be obtained from Messrs. KELLY & WALSH,
LTD., Messrs. W. BROWN & CO., or from the
Printers and Publishers, the "HONGKONG
DAILY PRESS" Office.

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE
AT
"BRAESIDE."

A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
Reception Rooms, Large Airy and Well
Furnished Bedrooms, every home comfort. Fine
View of the Harbour; Terms moderate.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road
(late of "Tang Yuen").
Hongkong, 27th June, 1905. [43]

BOARD AND RESIDENCE.

OFFERED in WILL APPOINTED
HOUSE, Fine View, every Comfort,
Large Verandah Upper Level.
Apply to— Care of "Daily Press" Office.
Hongkong, 18th October, 1906. [44]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD."
27, CAINE ROAD.
Hongkong, 20th September 1905. [1751]

新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press),
PUBLISHED DAILY.
Is the oldest and still immeasurably the best
medium for Advertising among the
Native Community.
Established for nearly FIFTY YEARS
Circulates largely throughout Southern China
Indo-China, etc.
Terms for Advertising (Translations free) can
be obtained at the Office, 10A, Des Voeux Road
Central, Hongkong, 121, Fleet Street, London
or from the different Agents.
Documents translated from or into Classical
or Colloquial Chinese.

INSURANCE

THE STANDARD LIFE OFFICE.
SPECIAL ADVANTAGES.

- AMONG others are the following:**
- (1) Immediate acceptance and issue of Policy
No provisional acceptance or reference to
Head Office.
 - (2) Claims and Surrenders paid, and LOANS
ADVANCED on the spot without
reference home.
 - (3) Liberal Paid-up Policies, Surrender and
Loan values.
 - (4) Immediate reduction to Home Rates upon
leaving the East either permanently or
for a short period.
 - (5) Exceptionally liberal conditions for
payment of premiums-in-advance.
 - (6) Premiums may be paid in half-yearly or
quarterly instalments without any
addition.

DODWELL & CO., LD.,
Agents. a1313-5

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons
168 Bedrooms
Elegantly Furnished Reception Rooms
Private Bar and Billiard Rooms for Hotel
Residents
Hydraulic Lifts to each Floor
Electric Lighting and Fans
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance
CHARGES MODERATE, AND NO EXTRAS
a42 H. HAYNES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Tables D'Hotel at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. a45

NOTICE.

NEW KINGSDALE will be Opened as
a **PRIVATE HOTEL** on December
1st. Plans of the above House together
with all Particulars can be seen any day be-
tween 2 P.M. and 7 P.M. on and after the 22nd
instant.
Apply— Mrs. G. SACHSE,
at George's House.
Hongkong, 15th October, 1906. 45

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA),
MACAO,

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
country of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Uromam*) daily to and from
Hongkong, and two steamers to and from Can-
ton, give easy communication with both these
centres.
Cable Address—"BOA VISTA."
For Terms, apply
a2201 THE MANAGER.

VICTORIA HOTEL.

SHAM-HEEN-CANTON.

On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Resident
and Tourists.

WM. FARMELL,
Proprietor. a2201

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on
sale daily at Mr. H. BUTONJEE'S
KOWLOON STORE, No. 26, Elgin Road &
Mr. AH YAU'S KERRY WHARF STALL
Hongkong, 22nd December, 1906.

CHINA ASSOCIATION.

ANNUAL MEETING.

The annual meeting of the Hongkong Branch of the China Association was held on Saturday afternoon in the City Hall. Mr. Murray-Stewart occupied the chair, and supporting him were Mr. A. G. Wood, Mr. H. E. Tompkins, Hon. Mr. E. Osborne, Mr. D. R. Lew, There were also present: Hon. Mr. H. E. Pollock, K.C., Hon. Mr. W. J. Gresson, Messrs. G. C. Moxon, G. Balloch, C. H. Ross, A. V. Hogg, J. P. Cochrane, A. Parlane and H. J. Butterworth.

The CHAIRMAN said—Gentlemen, When a home-ward-bound P. and O. liner, vanishing in a sun-lit trail of smoke, carried your late Chairman away from the Colony and his duties devolved upon me for the sole though inadequate reason that all the other members of your committee were too busy to undertake them, I was reminded of the old story of Elijah being caught up in a chariot of fire, and of the predicament of his successor, left disconsolate in the light of promise day, outnumbered with a mantle several sizes too large for him, and unprepared to contemplate the difficulties of the post thus dramatically vacated. Such a far-fetched idea may seem to some of you, in the absence of any clear perception of the risks involved in your Chairman's duties, to require an explanation. That is not to be found in a desire unduly to magnify my office. I do not wish to take too much upon myself. I do not forget that your confidence reposes on the knowledge that the risk of writing or saying the wrong thing and of thus committing this branch of the Association to a false position is reduced to a minimum by the wisdom in Council of the rest of the members of Committee. Indeed, it has been their support that has pulled me through, if indeed I have escaped, the risks to which I have alluded, risks increased by recent events.

China is changing. So are the overlying hills. But China is changing in a rather more palpitating way. The fertilising stream of foreign commerce flowing evermore freely into the sluggish yellow river of the old national life has greatly altered its character; moreover its course has deviated noticeably of late as an unexpected result of the influence exerted by the erection in the North of the great Dai Nippon dam across Manchuria. The waters of the river have broken down the old banks in many places and the lower levels of the great Chinese Common are more than usually miry in consequence. It is not a new fancy that views the waste spaces—the long and dreary stretches of flat, boggy land—as a veritable Slough of Despond. But owing to the rising of the river the going is worse than ever. The old causeway of Force which used to lead through the Slough is submerged and abandoned and the only way across is along paths not marked on any map—paths as slippery and treacherous as paddy bands after heavy rain. It is annoying to find progress so slow, and disheartening to have to face the fact that these things have got to get worse before they get better. But there is this reflection to console us. When the river settles down into some new bed and the waters subside, the fields will be much more fertile than ever before. Remember that the stream which is causing the present inconvenience is a life-giving stream. The story of its origin and the rise and flow is the history of the world. You know the saying "History, so called, is but a comment on the history of commerce." It is an illuminating remark. The stream of commerce is the existing cause of civilisation. When it flowed into China by land across Asia it stimulated into existence the civilisation with which we are familiar. When it was cut off through the breakdown of the old land routes this civilisation was arrested and remained for many centuries "marking time." Only when the stream eventually found its way round the Malay Peninsula and impinged upon the coast of Cathay from the South did the process of new birth begin. The events that have pursued each other during the last century with increasing rapidity to disturb the equilibrium of the Far East are merely the three-act drama of the inevitable internal change. Sixty years of open ports—a cycle of Cathay—has created a powerful commercial class in whose minds western ideas, long fermenting, have at last produced a remarkable brew of new wine. Its expansive force is telling upon the isolated sides of the old bottles. These are strained almost to bursting point. When that is reached some say we shall all see red. I see only this.

The clever young men of the rising generation are pushing their way forward by new roads. The steep and stony steps up the paths of literary achievement are no longer the only way to influence and power. The man of action is coming to the front. The soldier is no longer despised. He is even encouraged and made much of. He is even paid. It would almost appear as if our old friends the *Literati* were being relegated to the back seats of honour. Many observers view these changes with concern. They see in them signs that China is transferring her allegiance from the old rule of propriety to a blind worship of force. There is danger in attaching too much importance to this view. It impresses too deeply the imagination of over-drawn politicians. It weakens the knees of the foreign powers. On the other hand there is danger in attaching too little meaning to the manifest fact that the mind of modern Mandarinism is bent on the creation of big battalions, even more persistently than on the manufacture of small coins. I refrain from attempting to make a cheap point of comparison between the two. That would seem like levity. But it is to be hoped that the soldiers are better stuff than the

coins. In this matter the danger, to which we old foreign residents in particular are exposed, is in treating too lightly the idea of China profiting by Mr. Haldane's clear thinking and becoming a nation in arms. The mere fact that we are talking about it at all—to say nothing of the fact that the whole world is thinking about it—is a significant sign of the times. It was the risk of misreading these that constituted the danger I foresaw in taking up my present position.

Many other significant signs of the times have appeared in China during the year that has just closed. One of the most significant was the despatch of the late Commissioner round the world with the ostensible object of discovering some more suitable system than the old ways provide for storing the raw product of fermenting liquor already referred to. Many Far Eastern residents felt qualms about it. Pictures in the illustrated papers of the Commissioners junketing with the Prime Minister and other prominent politicians gave rise to fears that the attitude of the British Government in dealing with Chinese questions might not be strengthened thereby. There is certainly no evidence to show that it was strengthened. Whether it was in any degree weakened—a probable aim of the Commission, true to the traditions of its great Birmingham prototype—may some day appear. Some contemporary diarist may describe an offer of congratulations by the Commissioners to certain cabinet ministers on their efforts to reduce the already insufficient fighting strength of their own country and, with that, her overseas influence. He will not relate that he heard them add that China was steadily aiming in the opposite direction. He may not have noticed anything held in anyone's cheek. In the meantime it is noteworthy that the visit of the Commission took place in April and that the voice of the chairman was never so distinctly heard as in Peking during early May. The ninth of that month was the date of the Customs Edict. But we may perhaps indulge the theory that, whatever by-products were hoped for from it, the main business of the Commission was to originate a method of retaining within bounds of safety the expansive political and economic forces set free by the action of foreign intercourse. Mandarinism's emissaries safely circumambulated the globe and duly delivered themselves of a report. An Edict has resulted. Its effect, I fancy, will be to create a certain number of poor copies of foreign political institutions. That prospect has nothing to do with this story.

In the first Anglo-Chinese war the mandarin in charge at Changhai in Chusan memorialised the Throne reporting that the foreign devils did not fight fair, and that he was consequently unable to repel them, inasmuch as they possessed ships capable of moving without sails. A second mandarin said that he had seen such ships and that he was quite prepared to make them. The first complainant was superseded in his command by this confident gentleman who proceeded to rig out some kind of a junk in the likeness of a foreign ship with two masts and a funnel. In a well at the lower end of the funnel he made a bonfire so that smoke appeared satisfactorily out of the top. He could not make out why the vessel remained stationary. Neither could the higher officials who had taken his promise. No one could realise that the driving power of the foreign devils' infernal invention was something unseen in the heart of the thing. Without the driving power of a national faith capable of lifting the individual up and enabling him to risk some part of his selfishness in higher aims for common good, no mere copying of external designs in social or governmental mechanism can avail.

It is difficult to make out, much less to steer, a safe middle course between sympathy with genuine patriotism and antipathy to a spurious article extensively masquerading as such. Many would be reformers may personally be honest but that must not obscure the fact that some of the changes which they aim at may not be genuine reform or restrain anyone from opposing them. Take a case in point—the question that has exercised us all so much during the past year—the change wrought by the Edict of the 9th May in the administration of the I.M. Customs. A true Chinese patriot honestly desirous of reforming the national institutions would not start by attempting to change the order obtaining in the only well-organised and honestly administered government department. He would begin his crusade elsewhere. He would agitate for change where it is needed. He would agitate for it everywhere except in the Customs Service. Oddly enough, adverse criticism on the methods and motives of the Officials who instituted this raid on the Customs Administration has been misrepresented as a display of hostility towards the legitimate aspirations of the Chinese people, in fact as originating in an attitude unfriendly to China. Nothing could be farther from the truth. As far as this Association is concerned it was and is our belief that if the raid had been completely successful China's credit would have suffered severely. In our view the ultimate effect would have been to hamper honest trade, to promote smuggling, to foster corruption. It is a strange sort of unfriendliness that works to hinder the progress of such misfortunes. An enemy wishing evil to overtake the old Middle Kingdom would have rejoiced in the complete success of the original aim of the Edict. Anyone who wanted to see China getting into a hopeless mess again would have welcomed the threatened upset. Precisely for the opposite reason we endeavoured to prevent it. We thought we saw clearly enough that the assurances offered were an insult to the intelligence not only of the British Mercantile community but of all foreigners. They certainly were. They were probably meant to be. But whether meant to be insulting or not there

was never any doubt as to their business meaning, not at least in the minds of business men. In the mind of any business man it must, we imagine, have been clear from the outset that the assurances palmed off upon the Legation and quoted in the House of Commons, to allay public uneasiness in England, were false and fraudulent from beginning to end. Business teaches men to judge promptly and not swiftly.

These were the qualities which might have saved the situation, before it developed out of all control. Now, people at Home who hear us complain say, "Would you have wished England to risk an inconvenient war over the affair? This question is an annoying one. Englishmen in China seem to be regarded by many Home critics of Far Eastern politics as a particularly bloodthirsty lot. We are thought to be always wanting to make war. War is the last thing we want. We want our Treaty rights. If diplomacy cannot get these for us we grumble; that is all. We would not grumble even if it were not that diplomacy tries to treat us like children. To be told that the Customs Edict made no change made us all angry for this reason. But we never advocated war. We imagined that diplomacy might perhaps succeed in instituting a foreign combination against the designs of the wreckers. That was our mistake, nothing worse. But we are more over-misrepresented as being filled with prejudice against the people among whom we live. Because we stick to the social ideals of the Germanic peoples and prefer to mix only with those who observe them we are assumed to be the victims of that wicked race-hatred which is believed to cause like-malaria in the blood of European residents in the tropics. And because of this wicked race-hatred which is supposed to obsess our minds, our opinions on all questions are heavily discounted in advance. I have an idea that opinions emanating from Hongkong are especially badly off in this way. Perhaps this is how I came by the idea. At the time of the massacre of a body of missionaries near Foochow a meeting was held here in this Hall and a telegram—possibly rather an indignant message—was despatched. I fancy to the Foreign Office, protesting against the matter being treated as of no importance. I happened to be in Glasgow at the time and to see an article in Glasgow's leading morning paper on the subject. It discussed the matter with the calm detachment and disinterestedness which is easy ten thousand miles away and finished up by alluding to the meeting in Hongkong and to the telegram giving the resolution passed at it, by saying that, in any case, whatever the Foreign Office might in their wisdom decide to do, the last people whose opinion should be considered were "the shrieking Colonists of Hongkong." This utterance indicates sufficiently well the attitude with which many Home critics view our opinions. It should be one of the aims of the China Association to correct this error; to persuade the Home folk that we are not such peculiar people as many of them assume, but men of like passions with themselves and, when it comes to business, with no more passionate views. If in writing on the Imperial Maritime Customs question we displayed more passion than would be thought proper in a Foreign Office despatch I trust it may be overlooked. The heat of our views is revealing justification continually.

Of the year's Edicts the two to which I have alluded are by far the most important. But there have been many others all more or less displaying the old faith in the efficacy of fair words and a new belief in political machinery as such. People who believe that national character has deeper origins will not be very sanguine of great results. There is a modern tendency to underestimate the survival-value of character. As regards the latter it is, to say the least of it, doubtful whether China has changed at all, or, if at all, whether it has not been for the worse. Since the earliest days of our diplomatic relations with Mandarinism there has never been any discovery made of an active principle of good faith. We should like to record evidence of this discovery. But existing as the events of the past year have been, there has been nothing as wildly exciting as that. There seems to be no greater ardour to meet Treaty obligations than formerly. We have noticed no sign of it in respect of the Mackay Treaty. On the contrary, evidence of a wholesale desire to repudiate engagements are chiefly reported from Peking. In this matter also there is the oldest adverse criticism of foreign residents in China for venturing to protest against the one weakness of the Chinese Government in this attitude. Our old friend the *Spectator* took us all badly to task not long ago in this matter. The editor seemed to think that in advocating resistance to Mandarinism's lapses from grace Englishmen resident in China display an unreasonable impatience with, and hostility to, the Chinese people. It is often important to keep in mind a distinction between the word China, meaning Mandarinism, and the same word used to mean the Chinese people. With these the interests of the entire foreign mercantile community are manifestly bound up. This cannot be said of Mandarinism. Though its ranks are recruited from the people, its interests are in many respects opposed to the general good. Hence the fact that the foreign merchant and the Chinese trader are frequently at one in being against the Government. Criticism of the latter by foreign residents is seldom indicative of an unsympathetic attitude towards China—the Chinese people. It may be, on the contrary, generally indicative of a wish for their welfare. But without narrowing the view down so far as to make this distinction necessary I claim to speak a broad truth when I say that the British mercantile community in China is on the whole friendly to China and anxious to see her coming well out of the difficult problems of the economic revolution ahead. As the mouthpieces of the community the China Association has done its

best in the past to make this plain. Englishmen I think are naturally inclined to a sympathetic understanding of the difficulties of the Chinese. Our own strong conservative instincts make us respect theirs. Emerson named the English and the Chinese as the two most conservative peoples in the world. Personally I have much in common with the leisurely mediocrity that is passing away; I respect the Chinese for not letting it go lightly; and I realise the hardness of the task of conscientious officials who are called upon to find, somewhat suddenly, new methods to meet "the instant need of things." I claim that the criticisms of the Chinese Government contained in the representations made by the China Association during the year have been directed by a sane view of what constitutes genuine friendship for China. We have protested against attempts to repudiate agreements and responsibilities. I can understand China's enemies encouraging her in the repudiation of engagements. I cannot understand those who pose as her friends condoning it. I may be old-fashioned—if so, I am glad to be—but I cannot believe that a Government any more than an individual can prosper in the long run by acquiring a reputation for unreliability. China's true friends are those who wish to see her keeping faith with the nations; meriting a good name for dependability; maintaining her credit intact; increasing her people's wealth and preventing famine in a land of plenty by improved communications and by the same means unifying her scattered strength. The welfare of China lies along these lines: not along roads involving fantastic reforms or leading to military ambitions. This is the view that has governed our policy during the past year. This is the faith that has inspired our utterances. Whether there have been of the smallest avail is a speculative question into which I do not propose to go. Many people will tell you that the work of the China Association, is, in addition to being a "weariness to the flesh, mere vanity and vexation of spirit. They look for results. They ask us to show them some. It is difficult. In this dilemma I sometimes think of a far more and of a far other form of life; of a morning spent in watching the Japanese artillery bombarding the east wall of the Tartar City of Peking. I remember thinking the busy gunners did not seem to be doing much good. Their shells were flying high over the battlements from whose embrasures half-naked defenders had lately been successfully preventing the efforts of storming parties of infantry to blow up the great gate which towered in front. The firing seemed too high. It did not seem to get down to the business of the attack. The shells struck the watch-tower occasionally and sent clouds of brick dust flying, but mostly they sailed over towards the Forbidden City and burst in little smoke rings. It all seemed rather ineffectual. But afterwards when we got in and wandered about the city and saw where the shells had been creating havoc and realised the feelings of the stiff-necked Palace Officials must have been when the rain of shrapnel came down, it seemed probable that the influence of the artillery fire was perhaps after all not inconsiderable in hastening the movements of the Court. In the same way perchance these our activities may, in some unseen way, do a little good. This is the hope in which the work is carried on. Braced by it I have the temerity to invite you to vote for the adoption of the report, which has been in your hands for some days, and to pass the accounts. This I now formally move.

Mr. BALLOCH—I have much pleasure in seconding the resolution that the report and accounts be passed. In doing so I wish to express our gratitude for and our appreciation of the excellent work done by the Committee during the past year. I am sure you have all read the report and listened to the able speech by our Chairman with the greatest interest and admiration. You must feel that they have covered nearly all the questions that affect the interests of the British mercantile community. I noticed, however, that the Chairman did not refer to the two very important questions of currency and opium, on both of which we would have liked to have heard his opinion. I have no doubt he has excellent reasons for keeping silent. We would have liked to have heard something about the Canton-Kowloon Railway. I sincerely hope that there will be no difficulty in putting through the next agreement and that the Chinese officials will show their appreciation of the liberal manner in which they have been treated by the Hongkong Government and meet them in a fair and friendly spirit. While on the subject of officials, I would like to endorse the remarks of our Chairman regarding the criticisms that are sometimes passed by the Association on the acts of officials in China. These criticisms are made in no unfriendly spirit, and I hope the Chinese will never regard them as made in that spirit. No one of us who criticises the action of the British Government is regarded as being unfriendly to Britain, and no one who criticises the acts of the officials in China should be regarded as unfriendly towards China. I have much pleasure in seconding the resolution.

The Hon. Mr. POLLOCK—I think the British residents of this Colony, and residents of the Far East generally, are very much indebted to the Committee for the work done during the past year. Although I am not astonished—having had a large experience—to see a sparse attendance at this meeting, I must confess to being very much astonished that the membership of the Association only amounts at the present time to 66. That is only some five per cent of the British adult male population in the Colony. In view of the excellent work done during the past year, I would venture to express the hope that we may shortly see a very substantial addition to the number.

SHARE REPORT.
Messrs. Erich Georg & Co. say in their weekly share report dated January 5th 1907.—New Year holidays have interfered with business, and very little has been done since. The sterling demand rate of exchange on London closed at 2s. 3 1/4, while rates on Shanghai are 1s. 7 3/4 for a Bank T/T, and 1s. 7 1/4 for a three days' sight Private Bill, the rate in Shanghai on this for a three days' sight Private Draft being 1s. 7 1/2. Banker in London is quoted 32 1/2, and Consol. 287 3/16.

BANK SHARES.—Hongkong and Shanghai sold at rates ranging between 88 1/2 and 89 1/2, closing with sellers at latter rate; the London rate is 235. Nationals have advanced to buyers at 249.

MARINE INSURANCE SHARES.—Without any business and quotations are nominally unchanged. The Union Insurance Society of Canton, Limited gives notice that certificate No. 1931 for one share, numbered 43, on which the sum of \$25 has been paid-up, and standing in the name of John C. Brentnall, having been declared lost, a new certificate for the said share will be issued, the original certificate being treated as null and void unless the same is produced to the Society on or before the 1st of March, 1907.

JUST UNPACKED—

PL. AND POSTCARD SIZE

F. P. CAMERAS

FITTED WITH

ZEISS. ANASTIGMAT TESSAR LENS, F. 6.3.

AT MODERATE PRICES.

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

THE LEADING COGNAC.

IS

J. & F. MARTELL'S

BRANDY ***

AS SUPPLIED TO THE HOSPITALS.

PER DOZEN - - \$28.00

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

SOLE AGENTS:

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

THE

ROBINSON PIANO
CO. LTD.TALKING
MACHINES

AND

RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT.

MUSIC:

LATEST COMIC OPERA SCORES

AND

DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1906. [37]

FIVE INSURANCE SHARES.—Hongkongers are firm at \$335, while Chinese are in request at \$33. SHIPPING SHARES.—Hongkong, Canton and Mian Steamboats sold at \$281, and are wanted now at \$22. Indo-China have dropped further, and the nominal quotation is \$85; in Shanghai the stock is quoted Tls. 6 1/2 and in London 59. 5s. 6d. A few China and Manilla sold at \$20, but there are buyers now at \$21. Donaghies continue on offer at \$37. Star Ferries, old, have improved to buyers at \$28 1/2, while the new shares are quoted \$18 1/2. Shell Transport are on offer at 30 shillings, which is also the London quotation. Hongkong Steam Waterboats are for sale at \$7.

REVENUES.—China Sugars sold at \$125, and have sellers at that rate. Luzons are unchanged. MINING SHARE.—V. Raab sold at rising rates, and up to \$10 has been paid, but the market has quietened down, and the nominal closing rate is \$9 1/2; a telegram from the mine reports a crushing of 3,757 tons of ore, yielding 602 ounces of smelted gold. The following is the result for the last seven years:—

Tons of ore	1899	1900	1901	1902	1903	1904	1905	1906
Crushed	10,116	12,149	11,070	12,479	17,254	21,792	21,021	21,021
Ounces of gold	12,452	13,339	11,291	10,251	22,011	31,776	30,412	30,412

Chinese Engineering and Mining Company Shares are wanted up north Tls. 10 7/8; the total output of the Company's three mines for the week ended 15th ultimo amounted to 23,623 tons of coal, and the sales during that period to 20,173 tons.

DOCKS, WHARVES, GODOWNS & Co.—Hongkong and Whampoa Dock Company Shares are stronger; they sold at \$145, and further small buyers can be found at that figure. Fenwick's have sellers at \$21 and New Amey Dock Shares at \$15. Shanghai Docks have local sellers at Tls. 105, while in Shanghai the quotation is Tls. 104. Hongkong and Kowloon Wharf and Godown Company Shares have buyers at \$85. Shanghai and Hunkow Wharves are steady in Shanghai at Tls. 240.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investment & Agency Company Shares have buyers at \$108, but with shares firm in hand a slight advance on this figure might be obtainable. Hongkong Land Reclamation Company Shares are wanted at \$150 and better. A few Kowloon Lands can be placed at \$38. Other stocks under this heading are unchanged.

COTTON MILLS.—All quotations are unchanged, and no business has been reported locally.

SUGAR MANUFACTURING COMPANIES.—Green Island Caneets sold and have buyers at \$21, and Loos have improved to \$230 buyers. Hongkong Electric are in demand at \$154. Other stocks under this heading are unchanged.

MISCELLANEOUS.—China Providents sold and have sellers at \$91. Lang ats have sales in the north at Tls. 2425. South China Morning Post Shares fetched \$24, and Watsons \$12. Other stocks under this heading are unchanged.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chantant, Tait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters: THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Editor's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

SEND

Additions and Corrections for the DIRECTORY AND CHRONICLE TO-DAY.

Hongkong, 7th January, 1907. 158

LADIES' DIRECTORY.

THE Publishers would be glad to receive ADDITIONS AND CHANGES OF ADDRESS TO-DAY.

Hongkong, 7th January, 1907. 157

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats in CANTON werden während des Jahres 1907 durch den "STÄDTISCHEN LOYD" und die "HONGKONG DAILY PRESS" erfolgen.

Canton, den 31. Dezember 1906.

Kaiserlich-Deutsches Konsulat.

159

WANTED.

A TEMPORARY CLERK Non-Chinese, Good at Figures.

Apply—Daily Farm Co., Ltd.

Hongkong, 7th January, 1907. 160

TO LET.

ONE OFFICE ROOM on Second Floor PRINCE'S BUILDING.

Apply to—REUTER, BROCKELMANN & CO.

Hongkong, 7th January, 1907. 161

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. BUTTERFIELD & SWIRE to sell by Public Auction, TO-DAY (MONDAY), the 7th January, 1907, at 2.30 P.M., at the China Navigation S.S. Company's Godowns, West Point.

A QUANTITY OF ORNAMENTAL POTATOES (More or less damaged by salt water) or S.S. "Changsha" from Japan.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 7th January, 1907. 162

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EMPIRE."

Captain Helms will be despatched on above on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th January, 1907. 163

THE ALL NATIONS' HIGH SCHOOL AND GRADED COLLEGE.

THIS COLLEGE is now in a position to receive Pupils of all ages, either with or without board and lodging. For a thorough practical education, no better school can be found on the Chinese Coast. Fees very moderate. Inquire at No. 4, Carnarvon Road, Kowloon, or address Mr. F. L. CLYDE, the Principal, at the College.

Hongkong, 25th December, 1906. 2341

PRIVATE INFORMATION BUREAU.

ANY person wishing to obtain Private Information on any subject of legal concern should apply to the SOUTH CHINA INFORMATION BUREAU AND INQUIRY OFFICE, No. 14, Des Voeux Road Central, 2nd floor. The Bureau is managed by one who is thoroughly acquainted with the customs, habits, manners and language of the Europeans, Chinese, and nearly every other nationality found in Hongkong and neighborhood, assisted by a thoroughly competent staff. Charges very moderate. Office hours: from 3.30 to 7 p.m. daily.

Hongkong, 25th December, 1906. 2342

NOTICE.

TENDERS with Sample submitted, are invited for 30,000 AUSTRALIAN HARDWOOD SLEEPERS, name Grey Gum or Iron Bark size 9" by 6" by 8 feet delivery c.f.l. to be made at Wanchai Railway Wharf not later than end of July, 1907. Tenders in Hongkong currency will be opened on the 4th February, 1907, at 2 P.M., at the Railway Office, Wanchai, Canton. All Tenders must be accompanied with a Certified Cheque or Cash for \$250 as security of good faith which will be returned if Tender is not accepted. The Company is not bound to accept the lowest or any Tender.

By Order, K. G. KWONG, Engineer in Chief.

Yuet-Han Railway, Canton, 22nd December, 1906. 2327

NOTICES OF FIRMS

NOTICE.

FROM This Date we TRANSFER our Business to Messrs. DEACON & Co. ROWE & Co. Canton, 31st December, 1906. 132

NOTICE.

THE Interest and Responsibility of Mr. ROBERT HUNTER BRUCE in our Firm CEASED on 31st December, 1906. We have admitted Mr. WILLIAM WILSON and Mr. RICHARD NIKOLAUS ONLY Partners in our Firm from This Date. TAIT & Co. Amoy, 1st January, 1907. 133

CANADIAN PACIFIC RAILWAY COMPANY.

NOTICE.

IN Conformity with telegraphic instructions received from the HEAD OFFICE the Undersigned ASSUMES CHARGE of the Company's business at China Ports from This Date, in succession to Mr. D. E. BROWN, transferred.

D. W. CRADDOCK, General Traffic Agent for China. Hongkong, 1st January, 1907. 134

NOTICE.

I have This Day admitted my Son, JEHANGIR HORMUSJEE RUTONJEE, as a PARTNER in my Firm, which henceforward will be carried on under the name and style of "H. RUTONJEE & SON."

H. RUTONJEE, Hongkong, 1st January, 1907. 122

NOTICE.

THE Interest and Responsibility of Mr. CHAPMAN PAUL CHAPMAN in our Firm ceased on the 31st December, 1906. VERNON & SMYTH. Hongkong, 1st January, 1907. 123

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LES-BAINS.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents. Hongkong, 21st April, 1897. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Hongkong, 13th August, 1906. 29

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st December, 1905 £17,837,119.

I. AUTHORIZED CAPITAL... £3,000,000

PAID-UP CAPITAL... 2,750,000

RESERVE FUND... 687,500

II. FUND... 3,387,119

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & Co. Agents. Hongkong, 11th July, 1906. 1349

INTIMATIONS

UNION INSURANCE SOCIETY OF CANION, LIMITED.

NOTICE.

THE CERTIFICATE No. 1832 for One Share numbered 43, on which the Sum of \$25 has been paid up, standing in the name of JOHN C. BRENNAN, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the First day of March next, a new Certificate for the said share will be issued by the Society and the old Certificate will thereafter be held as Null and Void.

By Order of the Board of Directors, W. J. SAUNDERS, Secretary. Hongkong, 4th January, 1907. 148

COME AND INSPECT

Our Special Varieties of ARTISTIC VIEW-POSTCARDS.

ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS AND OTHER

PHILATELIC GOODS

AT PRICES TO SUIT ANY BUYERS.

GRACA & Co. Hongkong Hotel Corridor. Hongkong, 1st January, 1907. 128

CLEARANCE SALE.

AT CHEAPEST PRICES.

SILVER WARE AND IVORY.

JAPANESE TEA SETS, LACQUERED WARE, and

CHINESE PORCELAIN WARE, &c., &c.

KANG LEE, No. 4, Queen's Road Central, Opposite Consignment Hotel. Hongkong, 18th December, 1906. 2297

A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG.

FOR

DEMAND DRAFTS ON BOMBAY.

On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (from 1900), and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

Hongkong, 16th April, 1906.

AUCTIONS

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instruction from the Executors of the Mortgagee to sell by Public Auction, TO-DAY (MONDAY), the 7th January, 1907, at 3 P.M., at his SALES ROOMS, Duddell Street, the following

VALUABLE LEASEHOLD PROPERTY Situated at Victoria in the Colony of Hongkong, namely:—

All that piece or parcel of Ground situate at Victoria, aforesaid, registered in the Land Office as Island Lot No. 796; area 49,000 square feet or thereabouts; Terms 394 years annual Crown rent \$324.00, together with all the messuages thereon known as Nos. 200, 210, 212, 214, 216, 218, 220, 222, 224 and 226, THIRD STREET, Victoria, aforesaid.

For Further Particulars and Conditions of Sale, apply to

S. W. TSO, Solicitor for the Mortgagee, for

GEO. P. LAMBERT, Auctioneer.

Hongkong, 24th December, 1906. 1110

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On WEDNESDAY, the 9th January, 1907, at 2 P.M., at No. 4, Queen's Road Central, A LARGE ASSORTMENT OF SILVER AND FINE WARE, Consisting:—

SILVER BOWLS, TUPPS, POWDER BOXES, CARICANES, VASES, SALT CELLARS, BUCKLES, HAT PINS, &c., &c.

Also

A Quantity of CARVED IVORY FIGURES, PHOTO FRAMES, &c., &c.

And

A Number of SILK-EMBROIDERED BED PILLOW, TABLE and CUSHION COVERS.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 4th January, 1907. 1162

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On WEDNESDAY, the 9th January, 1907, commencing at 3 P.M., on Board the "RAMBLER," the following:—

H.M. Surveying Vessel "RAMBLER," Single Screw, Composite built, Copper Sheathed.

Displacement ... 835 Tons.

Indicated Horse Power ... 630 N.D.

Extreme Length ... 163 ft. 3 in.

Extreme Breadth ... 28 ft. 6 in.

Built ... 1870.

Engines ... Compound Surface Condensing, Horizontal, by Elder.

Propeller ... One Griffith's Gun metal.

Boiler ... Three Cylindrical Direct Tubular.

Load on Safety Valves ... 60 lbs.

Distilling Condenser ... Two Normandy's.

Single No. 10 distilling 2,888 gallons of water per 24 hrs.

"HULK "MIDGE," Late Twin Screw Gun Vessel, 603 tons, Composite built, Copper Sheathed.

Length ... 155 ft. 0 in.

Breadth ... 25 ft. 0 in.

To be Sold as they now lie in Hongkong Harbour with all Fittings, &c., on board.

A list of Fittings, &c., to be Sold with H.M.S. "RAMBLER" may be seen at the Office of the Naval Store Officer, H.M. Naval Yard.

The Admiralty will not be responsible for any errors in description of Ship, Fittings, Stores, &c.

THE VESSEL will be OPEN TO INSPECTION for Seven days before date of Sale between 10 A.M. and Noon and 2 and 4 P.M. (Saturday and Sunday excepted).

Inspecting Orders can be obtained from the Auctioneers.

TERMS:—Cash before delivery. 25 per cent of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within 7 days after date of Sale.

HUGHES & HOUGH, Government Auctioneers. Hongkong, 28th December, 1906. 1112

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 399 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. 1106

TO LET.

NOS. 1 and 3, ORMSBY VILLAS GRANVILLE ROAD, Kowloon.

Apply to—SPANISH PROCURATION. Hongkong, 3rd January, 1907. 1136

TO LET.

THE PREMISES known as No. 199, WANCHAI ROAD, now occupied by Messrs. Macdonell & Co.'s Engineering Works. Possession 1st February, 1907.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 5th January, 1907. 1155

TO LET.

IN ALEXANDRA BUILDINGS Small Office on Second Floor.

Apply to—SECRETARY, A. S. WATSON & Co., Ltd. Hongkong, 4th January, 1907. 1150

TO LET.

FOUR-ROOMED HOUSES at Praya East, near East Point.

Apply to—JARDINE, MATHESON & Co. Hongkong, 3rd January, 1907. 1137

TO LET.

TO BE LET, FURNISHED.

ROM THE 2ND WEEK IN APRIL NEXT.

66 "TAN MOR" PEAK ROAD, Six Good Rooms, 3 Bath Rooms, Drying and Store Rooms, Grass Tennis Court. Moderate rental to good tenant.

Apply to—HUMPHREYS' ESTATE & FINANCE CO., LD. Hongkong, 18th December, 1906. 1117

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. 97

TO LET.

NO. 27, SEYMORE ROAD.

A New House in KENNEDY ROAD, near Wan Chai.

No. 18, MACDONNELL ROAD, "TANG YUEN."

No. 80 & 81 OGDOWN PRAYA EAST.

Apply to—SAM WANG CO., LTD. 51, Queen's Road Central. Hongkong, 13th November, 1906. 1103

TO LET.

FULLY FURNISHED—from April 15th.

ALTEDENA, BARKER ROAD, the PEAK, Seven Rooms with ample Bath and Dry Rooms. Apply to—J. S. VAN BUREN, Care of Nippon Yusen Kaisha. Hongkong, 3rd January, 1907. 1138

TO LET.

NO. 1, WEST END TERRACE, Sheamien, Canton.

Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 11th December, 1906. 91

TO LET.

2ND FLOOR No. 12, Queen's Road Central.

SEMI-DETACHED BUNGALOW (Sir C. P. Chater's), Robinson Road, Kowloon.

Apply to—LEIGH & ORANGE, 1, Des Voeux Road. Hongkong, 1st June, 1906. 94

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

"BANFURLY" CONDUIT ROAD.

A HOUSE in WONG NEI CHONG ROAD, GODOWNS IN PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFTON TERRACE.

FLATS in MORRISON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st March, 1906. 91

TO LET.

2ND FLOOR of No. 6, ICE HOUSE STREET, Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—TATA & CO. Hongkong, 24th December, 1906. 105

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 1st August, 1906. 92

TO LET.

(EITHER IN WHOLE OR IN PART).

"THE ACACIAS" and "THE GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—E. M. HAZELAND, No. 35, Queen's Road Central, or to—WING-ON, Contractor, No. 34, d'Almeida Street. Hongkong, 19th July, 1906. 106

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding House or Club.

"ARDSHEAL" No. 111 PEAK (Furnished) from 1st March, 1907, for about 20 months.

No. 3, CAMERON VILLAS, 42A.

No. 4, DES VOEUX VILLAS, PEAK.

No. 4, CONDUIT ROAD.

Nos. 3 & 5, ARBUTHNOT ROAD.

SHIPPING.

ARRIVALS.

ALCANTARA, British str., 4278, D. Davies, 6th Jan.—Singapore 29th Dec, General—Butterfield & Swire.

CHIYUN, Chinese steamer, 6th Jan.—from Canton.

DAIGO MARU, Japanese str., 1735, M. Hikawa, 5th Jan.—Moj 31st Dec, General—Mitsui Bussan Kaisha.

FOOKANG, British str., 1987, W. E. Sawyer, 5th Jan.—Calcutta 18th Dec, General—Jardine, Matheson & Co.

HANGKOW, British str., 5th Jan.—from Canton.

HANOF, French str., 730, S. Merles, 5th Jan.—Haiphong 1st Jan, General—Hohlweg 4th.

KINA, Danish str., 2750, H. P. Berg, 6th Jan.—from Antwerp, General—Melchers & Co.

LONDON, Norwegian str., 757, C. Thorsdahl, 5th Jan.—Moj 30th Dec, General—Order.

LEIFER, German steamer, Commandant von Rotherbach Paulsen, 6th Jan.—from Singapore.

MATTHEUS, German str., 5th Jan.—from Canton.

MEMON, British str., Evans, 5th Jan.—Singapore 27th Dec, General—Butterfield & Swire.

ORWELL, British str., 2446, Wm. Frame, 6th Jan.—Bongary (W.A.) 19th Dec, General—Order.

POLLUX, Norwegian str., 5th Jan.—from Canton.

RAJAHMUN, German str., 1189, O. Koch, 5th Jan.—Bangkok 25th Dec, General—Melchers & Co.

SURIMA, American str., 5655, A. Zeeber, 5th Jan.—San Francisco 7th Dec, Mails General—P. M. S. S. Co.

SIGNAL, German str., 307, G. Schickler, 5th Jan.—Singapore 25th Dec, General—Jesens & Co.

SOSHU MARU, Japanese str., 999, M. Nanto, 6th Jan.—Shanghai, Fenchow, Amoy and Swatow 5th Jan, General—Osaka Shosen Kaisha.

TAIKWAN MARU, Japanese str., 3215, N. Nagata, 4th Jan.—Kuchino 30th Dec, General—Mitsui Bussan Kaisha.

TAKI MARU, Japanese str., 2120, C. Matsushima, 5th Jan.—Moj 31st Dec, General—Arnold, Karberg & Co.

TEAN, British str., 1246, Somerville, 5th Jan.—Maj 2nd Jan, General—Hemp—Butterfield & Swire.

CLEANANCES.

At the HONGKONG MASTER'S OFFICE Jan. 6th.

Chipsin, British str., for Bangkok.

Mennon, British str., for Kobe.

DEPARTURES.

ANDALUSIA, German str., for Hamburg.

GERMANIA, German str., for Sydney.

KARAFATO MARU, Japanese str., for Kobe.

KOWLOON, German str., for Shanghai.

NANGHANG, British str., for Amoy.

NINSHI MARU, Japanese str., for Moj.

PRONTO, Norwegian str., for Haiphong.

SKULD, Norwegian str., for Saigon.

YANDALA, German str., for Hamburg.

YONGHAI, British str., for Shanghai.

ZAFIRO, British str., for Manila.

Jan. 6th.

BENARY, British str., for Nagasaki.

BIRN THUAN, French str., for Hongkong.

FUKURA MARU, Japanese str., for Moj.

HAIKAN, French str., for Hoihow.

HELEN, German str., for Swatow.

HONGKANG, British str., for Swatow.

KWELIN, British str., for Shanghai.

MAAN MARU, Japanese str., for Tamsui.

MICHAEL JAMES, German str., for Haiphong.

NIN-CROW, British str., for London.

TAIKWAN MARU, Japanese str., for Kuchino.

SHIPPING REPORTS.

The British str. Tean reports: Strong monsoon, cloudy with heavy sea.

The British str. Fookang reports: Moderate monsoon and clear fine weather in Bay Bengal; strong gales and heavy heat seas in China sea.

The British str. Orwell reports: Fine to moderate wind and weather to Philippines; thence to arrival strong wind and high seas.

The British str. Mennon reports: Strong monsoon from entering the China sea, heavy accompanying rain and high confused sea, weather continued so till meridian of Paracels; then fine weather and clear weather to Hongkong.

VESSELS IN DOCK.

ADRIAN DUCKS.—Helene.

KOWLOON DUCKS.—Savonog, Montecarlo, Hengshan, Frande, U.S.S. Polkander, Huchlow, Z. Y. de Adcock, Kueichow, Perle, Prinz Waldemar, Empress of China, H.M.S. Fune, Chip-shive, Ticker.

CORPORATE DUCKS.—S. P. Hitchcock, Petrarch, Madeline Rickmers.

VESSELS ON THE BERTH

COMPAGNE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIAN,"

Captain Magnus, will be despatched for the above Ports on or about MONDAY, 7th inst. For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd January, 1907.

NAVIGAZIONE GENERALE ITALIANA.

(Fiorio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALTAO.

(Taking Cargo at through rates to PREBIA, GULF and BAHAMAS, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Dederio, will be despatched as above on FRIDAY, the 11th Jan., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 31st December, 1906.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL	SIMLA	Brit. str.	—	C. D. Goldsmith	P. & O. S. N. Co.	On 12th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 16th inst.
MARSEILLES &c, via PORTS OF CALL	YABEA	Franch. str.	—	Seller	MESSAGERIES MARITIMES	To-morrow, at 1 P.M.
MARSEILLES & HAMBURG via PORTS	AMERICA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 15th inst.
BRITISH, via PORTS OF CALL	SEYDLITZ	Ger. str.	—	C. Dewers	MELCHERS & Co.	On 16th inst. at Noon.
HAMBURG via PORTS	SAMBIA	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	On 10th Feb.
HAYRE & HAMBURG via STRAITS, &c.	SAXONIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 25th Feb.
COPENHAGEN & RUSSIAN, SCANDINAVIAN PORTS	CAMBODIA	Dan. str.	—	—	HAMBURG-AMERIKA LINIE	On 22nd Feb.
NAPLES, PLYMOUTH, HAYRE, BREMEN & H'BURG	HOHENSTAUFEN	Ger. str.	k.w.	—	MELCHERS & Co.	About Middle of Jan.
NAPLES, HAYRE & HAMBURG	SILESIA	Ger. str.	k.w.	Bable	HAMBURG-AMERIKA LINIE	On 11th inst.
TRIESTE &c, via SINGAPORE, &c.	CHINA	Ame. str.	—	Damianovich	SANDER, WIELE & Co.	On 8th Feb.
NEW YORK	NUBIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	About 31st inst.
NEW YORK	SATSUMA	Brit. str.	—	—	DODWELL & Co., Ltd.	About 19th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1m.	—	CANADIAN PACIFIC R. Co.	On 9th inst. at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Am. str.	2m.	—	CANADIAN PACIFIC R. Co.	On 17th inst. at 4 P.M.
VICTORIA (B.C.) & TACOMA via JAPAN	LYRA	Am. str.	—	W. C. T. S. Finner	DODWELL & Co., Ltd.	On 12th inst.
SOUTH AMERICAN PORTS via JAPAN	KASATO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	In April.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1m.	T. Moore	CHIEF, LIVINGSTON & Co.	To-day, at 4 P.M.
AUSTRALIAN PORTS via TIMOR	EMPIRE	Brit. str.	—	Helms	MELCHERS & Co.	On 26th inst. at Noon.
AUSTRALIAN PORTS via MANILA	MANILA	Ger. str.	—	—	MELCHERS & Co.	On 1st Feb. at Noon.
YOKOHAMA & KOBE	SHIBUYA	Dan. str.	1m.	L. Dawson	BUTTERFIELD & SWIRE	Quick despatch.
YOKOHAMA & KOBE	THILATIA	Dut. str.	—	—	MELCHERS & Co.	On 19th inst. at 4 P.M.
JAPAN	DAPHNE	Ger. str.	k.w.	E. Schipper	JAVA-CHINA-JAPAN LINE	About 26th inst.
TSINGTAO, NAGASAKI & VLADIVOSTOK	JAYA	Brit. str.	—	S. Barham	HAMBURG-AMERIKA LINIE	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	SILESIA	Ger. str.	k.w.	Bable	HAMBURG-AMERIKA LINIE	About 6th inst.
SHANGHAI, KOBE & YOKOHAMA	OCEANIAN	Franch. str.	—	Magnus	MESSAGERIES MARITIMES	To-morrow.
SHANGHAI via SWATOW, AMOY & FOOCOW	SHOSHU MARU	Jap. str.	—	M. Nomoto	OSAKA SHOSHEN KAISHA	About 7th inst.
SHANGHAI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co.	On 9th inst. at 8 A.M.
SHANGHAI, KOBE & YOKOHAMA	AMERICA	Ger. str.	k.w.	A. L. Valentini	HAMBURG-AMERIKA LINIE	On 9th inst. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	ARCADIA	Ger. str.	—	—	P. & O. S. N. Co.	About 11th inst.
SHANGHAI, KOBE & YOKOHAMA	GENEVA	Ger. str.	—	—	MELCHERS & Co.	On 16th inst.
AMOY, NINGPO & SHANGHAI	TIENTSIN	Brit. str.	1m.	McKinnon	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
AMOY, CEBU & ILOILO	SUNGLANG	Brit. str.	1m.	J. Robinson	BUTTERFIELD & SWIRE	On 12th inst. at Noon.
MANILA	TEAN	Brit. str.	1m.	Somerville	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & Co.	On 11th inst. at 4 P.M.
MANILA	HUJI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 12th inst. at Noon.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	On 19th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	TOORANG	Brit. str.	—	W. E. Sawyer	JARDINE, MATHESON & Co.	On 10th inst. at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KYURANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co.	On 10th inst. at 3 P.M.
BOMBAY via SINGAPORE & PENANG	LECHIA	Ital. str.	—	Dodero	CARLOWITZ & Co.	On 11th inst. at Noon.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila	On 12th Jan. NOON.
ZAFIRO	2540	R. Rodger	Manila	On 19th Jan. NOON.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 7th January, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 13th November, 1906.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR STEAMERS TO SAIL.

+ SHANGHAI "KWONGSANG" Wed. 9th Jan. 4 P.M.

+ SINGAPORE, PENANG & CALCUTTA "FOCKSANG" Thursday, 10th Jan. 3 P.M.

+ MANILA "LOONGSANG" Friday, 11th Jan. 4 P.M.

+ SINGAPORE, PENANG & CALCUTTA "KUTSANG" Saturday, 12th Jan. 3 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (via Chingwantao) and Yangtze River.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 4th January, 1907.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
VLADIVOSTOK Direct	"KINA"	About 3rd Jan.
YOKOHAMA and KOBE	"SIBIRIEN"	About 26th Jan.
COPENHAGEN and RUSSIAN, SCANDINAVIAN and GERMAN BALTIC PORTS	"CAMBODIA"	About Middle of Jan.
	"KINA"	About Beginning of Feb.

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 29th December, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
LYRA	4,417	H. C. Armstrong	On 12th January.
SHAWMUT	9,606	E. V. Roberts	On 23rd January.
TREMONT	9,606	T. W. Garlick	On 20th February.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

Queen's Buildings, Hongkong, 5th January, 1907.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHEINIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on board. Doctor and Stewaresses carried.

These steamers call at PLYMOUTH and NAPLES. In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers.

Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAO, CHEFOO AND TIENTSIN VIA SHANGHAI).

SILESIA	Capt. Bable	8th January
SCANDIA	Capt. v. Doehren	1st February
HABSBURG	Capt. Filler	1st March

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAYRE AND HAMBURG.

HOHENSTAUFEN	Capt. Jaeger	11th January
SILESIA	Capt. Bable	14th February
SCANDIA	Capt. v. Doehren	22nd March
HABSBURG	Capt. Filler	5th April

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA... 8th January

FOR SHANGHAI, KOBE & YOKOHAMA... 10th January

FOR SHANGHAI, KOBE & YOKOHAMA... 15th January

FOR SHANGHAI, KOBE & YOKOHAMA... 26th January

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

Also via Aden or Port Said by the "ARABIC" Persian Gulf Service to Arabian and Persian Gulf Ports.

* HOHENSTAUFEN NAPLES, PLYMOUTH, HAYRE, BREMEN & H'BURG 11th Jan.

AMERICA FOR MARSEILLES & HAMBURG via PORTS 15th Jan.

SPEZIA FOR HAYRE & HAMBURG 25th Jan.

SILESIA FOR NAPLES, HAYRE & HAMBURG 8th Feb.

SAMBIA FOR HAMBURG via PORTS 10th Feb.

SAXONIA FOR HAYRE & HAMBURG 2nd Feb.

NUBIA FOR NEW YORK 29th Jan.

COAST SERVICE.

DAPHNE FOR TSINGTAO, NAGASAKI & VLADIVOSTOK 8th January

VESSELS ON THE BERTH

COMPAGNE DES MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUBAI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"YARRA,"

Captain Sollier, will be despatched for MARSEILLES, on TUESDAY, the 8th January, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Ville de la Ciotat*, bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "SALAZIE" ... 22nd Jan.

S.S. "OCEANIAN" ... 5th Feb.

S.S. "TOURANE" ... 19th Feb.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th December, 1906.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA,"

Captain C. D. Goldsmith, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 12th January, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA" 3,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "CHINA," due in London on 23rd February, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 31st December, 1906.

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"SATSUMA" ... 16th Jan.

"SIKH" ... 9th Feb.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 12th November, 1906.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICAN, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"CHINA,"

Captain Damianovich, will be despatched as above on or about THURSDAY, the 31st inst. P.M.

This Steamer has superior accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to

SANDER, WIELE & Co., Agents.

Hongkong, 5th January, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.

Steamer Tons To Sail.

"KASATO MARU" 6,000 In April, 1907.

Capt. W. C. T. S. Finner.

Taking Freight and Passengers to other Western Coast Ports of South

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE and JAVA	ARCADIA	About 6th January	Freight and Passage.
YOKOHAMA	Capt. S. Barham	January	
SHANGHAI	ARCADIA	About 11th January	Freight and Passage.
LONDON, S.C. via USUAL PORTS	SIMLA	Noon, 12th January	See Special of Call
Capt. C. D. Goldsmith	January	Advertisement.	
LONDON and ANTWERP	NUBIA	About 16th January	Freight and Passage.
via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. F. J. Fox	January	

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th January, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TO W.N., CATRINS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 7th Jan., 4 P.M.

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TO W.N., CATRINS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE

On 6th Jan., 4 P.M.
On 9th Jan., 4 P.M.
On 12th Jan., Noon.
On 15th Jan., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th January, 1907.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOY and FOOCHOW	"SHOSHU MARU"	WEDNESDAY, 9th Jan., at 8 A.M.
	Capt. M. Nemoto	

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 4th January, 1907.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR
MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,
To LONDON—£65 First and £44 Second Saloon.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGETAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
SEYDLITZ	WEDNESDAY 1907
PRINZ HEINRICH	16th January
GNEISENAU	30th January
PREUSSEN	13th February
PRINZESS ALICE	27th February
PRINZ LUDWIG	13th March
ZIEHEN	27th March
PRINZ REGENT LUITPOLD	10th April
PRINZ EITEL FRIEDRICH	24th April
	8th May

ON WEDNESDAY, the 16th day of JANUARY, 1907, at Noon, the Steamship "SEYDLITZ," Captain C. Dörsner, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 14th Jan. Cargo and Specie will be received on Board until Noon, on TUESDAY, the 15th Jan. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linnin can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	231 0 0	212 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	85 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ
via NAPLES, GENOA or GIBRALTAR
return 84 0 0 44 0 0 26 0 0

VIA BREMEN OR SOUTHAMPTON
return 115 0 0 79 0 0 47 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERVENTION OF THE VOYAGE IN EGYPT:
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
MANILA	1750 tons
PRINZ WALDEMAR	3277 tons
	FRIDAY, 1st Feb.
	THURSDAY, 28th Feb.

ON FRIDAY, the 1st FEBRUARY, at Noon, the Steamship "MANILA," Captain C. Dörsner, with Males, Passengers and Cargo, will leave this Port as above. Linnin can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.—	\$30.—	\$20.—	return	\$80.— \$50.—
TO NEW GUINEA	\$25.—	\$15.—	\$10.—	return	\$40.— \$25.—
TO BRISBANE	\$25.—	\$15.—	\$10.—	return	\$40.— \$25.—
TO SYDNEY	\$25.—	\$15.—	\$10.—	return	\$40.— \$25.—
TO MELBOURNE	\$25.—	\$15.—	\$10.—	return	\$40.— \$25.—
TO YOKOHAMA	\$30.00	\$20.00	\$10.00	return	\$60.00 \$40.00
TO KOBÉ	\$35.00	\$25.00	\$15.00	return	\$70.00 \$50.00
TO YOKOHAMA and back from KOBÉ	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$17. 0 0.
To EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

SHANGHAI, NAGASAKI, "GNEISENAU" ... Wednesday, 16th Jan.
KOBÉ & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers, P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

To	1st Class
To Bremen	\$62. 0 0.
To Paris via Cherbourg	\$63. 10 0.
To Naples, Genoa via Gibraltar	\$65. 0 0.
	\$65. 0 0.

Passage money payable in local currency at current Bank Rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,
AGENTS.

Hongkong, 12th October, 1906.

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	ARRIVE VANCOUVER
"TARTAR"	4,425	WEDNESDAY, 17th Jan.	2nd Feb.
"EMPERESS OF CHINA"	6,000	THURSDAY, 23rd Jan.	4th Feb.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 23rd Jan.	16th Feb.
"ATHENIAN"	3,882	THURSDAY, 14th Feb.	4th Mar.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 20th Feb.	16th Mar.
		THURSDAY, 14th Mar.	1st April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships, and 29 days from HONGKONG to LIVERPOOL being 23 days from YOKOHAMA.

Hongkong to London, 1st Class via St. Lawrence \$20; via New York \$22. Intermediate on Steamers \$20, "and 1st Class Railways" \$20, "and 1st Class Railways" \$20.

R.M.S. "EMPERESS OF CHINA," "TARTAR," and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	First half of January	JAPAN	First half of January
TJIBODAS	JAVA	Second half of January	JAPAN	Second half of January
TJIPANAS	JAPAN	Second half of January	JAVA PORTS	Second half of January
TJIMAH	JAVA	First half of February	JAPAN	First half of February
TJILIWONG	JAPAN	Second half of February	JAPAN	Second half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 17th December, 1906.

Telephone No. 375.

[19]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

NOTICE TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 10th Jan. will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 18th Jan., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Jan. at 11 A.M. No Fire Insurance has been offered. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th January, 1907.

CLEANSE YOUR BLOOD

WITH GRIMALT & CO'S

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

SARSAPARILLA

